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COLUMBIA TRUST COMPANY

THIRD AVENUE AND 148TH STREET NEW YORK

as to legislative action, in order that the public may learn from an unprejudiced source just what actual developments have ensued.

Increase in Rates.

4. Explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

5. An amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fail a full public investigation of the merits of every

such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted. 6. The lodgement in the hands of the Executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

Chances for Measures.

Opinions differ as to the possibility of getting these measures passed. The most optimistic promise that can be made is that at all events a long, bitterly fought debate will obstruct them. Senator Albert B. Cummins, a member of the Senate Interstate Commerce Committee, announced soon after the President's speech that when the committee meets at 10 o'clock tomorrow morning he will propose public hearings on the legislation contemplated. Many of the Senators are determined not to work in the dark. What that means is evident—a protracted discussion, both sides presenting arguments, which would carry on for two or three weeks at least and might stretch into months.

Meanwhile the strike has been called. Labor Day is the tentative date. The four brotherhoods have formed the President that the strike order issued on Sunday is beyond recall. Most of the fifty-odd railway executives who have been in Washington have left or will leave soon to return to their properties to prepare for the issue. The case is a delicate one in a delicate situation now. They stand to win without a showdown if Congress acts favorably on the President's eight-hour proposal and it does not turn out to be a gold brick. Undoubtedly they will forfeit public sentiment if they precipitate things before Congress has a chance to do something. And, furthermore, the railroads are confident that inasmuch as Congress has the case a considerable number of the more conservative brotherhood members would hesitate to quit their jobs.

The railroad managements are taking no chances, however. The Tribune correspondent was informed to-night that two of the big systems involved, the Baltimore & Ohio and the Southern Railway have sent out telegraphic instructions to agents throughout their territories not to accept for the present any freight destined for delivery after Monday. The two railway companies will handle the strike, if it comes, but each road will fight it single-handed on its own lines. Food, mails and necessary passenger traffic will receive first consideration, but the general plans of the roads will be given to the public in a few days.

President Wilson received the final answer of the railroads to his original settlement plan this morning. The railway executive committee of eight presented to him a flat rejection of his plan. Their reply was another brief for arbitration. They disagreed with the President's espousal of the eight-hour day as a measure sanctioned by society. Their counter proposal was an agreement to submit all the issues involved to an impartial tribunal, while they would keep separate accounts showing what the President's plan and their present schedules cost.

President Wilson's interest with the railroads as well as with negotiations has been further concerned since he learned that the railroads had come to an end with this morning's meeting. Even before the railroad committee went to the House a joint arrangement had been made for a joint session of Congress to be held at 2:30

this afternoon. Concurrent resolutions were being adopted by the Senate and House. Arrangements were being made for seats in the House for the railway executives and the brotherhood leaders.

President Is Announced.

It was exactly 2:30 o'clock when the President was announced. Smiling, he shook hands with Champ Clark and Mr. Marshall and mounted the rostrum. Mrs. Wilson, all in white, sat in the gallery on the left, next to Ambassador Page and Sharp.

"Gentlemen of the Sixty-fourth Congress," announced Mr. Clark when the applause subsided at the rap of his gavel, "I present the President of the United States."

The President spoke for twenty-two minutes. Half a dozen times his remarks were greeted with scattering applause, chiefly from the Democratic side of the House.

The handclapping significantly punctuated his references to the eight-hour day, his touches upon the chords of patriotism, his expression of adherence to the principle of arbitration and his proposal that the Executive be empowered to take over and operate the roads for military purposes.

R. R. Unions Opposed to Canadian Plan

Washington, Aug. 29.—The brotherhood heads, Garretson, Stone, Lee and Carter, issued the following statement explaining their opposition to any legislation along the plan of the Canadian commission:

"The abolition of slavery no more effectual means has been devised for insuring the bondage of the workman than the passage of compulsory investigation acts of the character of the Canadian industrial disputes act. The writers speak from their personal experience thereunder, as these organizations are all international in their jurisdiction. To cite an actual occurrence—

"On the 19th day of July, following, settlement was made on the last of the seventy-seven American lines involved. On the same date, at 6 p. m., a strike took place on the Grand Trunk Railway, one of the Canadian railways, settlement not yet having been effected on any of the three, this growing out of the delays which the employers were able to interpose under the industrial disputes act."

"Moreover, the period of investigation is eternally utilized by the employer to intrench himself in his effort to defeat the demands of the men, no matter how just their cause may be, and in a majority of instances where a verdict by an investigating commission has been favorable to the men it has been repudiated by the employer. In consequence of this attitude of regard for the law has led to placing thousands of men in the attitude of lawbreakers, and the passage of laws which induce men to open violation of the law is a deadly injury to a nation because it breeds universal contempt for law."

"In the present strike, if such an act were passed, all that would be necessary would be for the power of attorney to be withdrawn from the national conference committee of managers by the individual roads and then immediately necessity would arise for 250 investigating boards to be created, or, if only a limited number were provided for, men would be compelled to remain in a state of involuntary servitude if they obeyed the provisions of such a law."

It seemed to me, in considering the subject matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic experience spoke for the eight-hour day. It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and a general increase of economic vigor. The whole presumption of modern experience would, it seemed to me, be in its favor whether there was arbitration or not, and the debatable points to settle were those which arose out of the acceptance of the eight-hour day rather than those which affected its establishment. I, therefore, proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing ten-hour basis of pay and service; that I should appoint, with the permission of Congress, a small commission to observe the results of the change, carefully studying the figures of the altered operating costs not only, but also the conditions of labor under which the men worked and the operation of their existing agreements with the railroads, with instructions to report the facts as they found them to the Congress at the earliest possible date, but without recommendation; and that, after the facts had been thus disclosed an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

Supreme Court Quoted.

These proposals were exactly in line, it is interesting to note, with the position taken by the Supreme Court of the United States when appealed to to protect certain litigants from the financial excesses which they confidently expected if they should submit to the regulation of their charges and of their methods of service by public legislation. The court has held that it would not undertake to form a judgment upon facts, but could base its action only upon actual experience; that it must be supplied with facts, not with calculations and opinions, however scientific they might be. To undertake to arbitrate the question of the adoption of an eight-hour day in the light of results merely estimated and predicted would be to undertake an enterprise of conjecture. No wise man could undertake it, or, if he did undertake it, could feel assured of his conclusions.

I unhesitatingly offered the friendly services of the Administration to the railroads, and to the men, to it that justice was done the railroads in the outcome. I felt warranted in assuring them that no obstacle of law would be suffered to stand in the way of their increasing their productivity to meet the expense resulting from the change so far as the development of their business and of their administrative efficiency did not prove adequate to meet them. The public and the representatives of the public, I felt justified in

## End All Strikes, Is Wilson's Plea

In Speech He Says It Is Necessary to Safeguard Public for All Time Against Recurrence of Industrial Battles.

Washington, Aug. 29.—President Wilson's address to Congress on the railroad dispute follows:

I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service that they be granted an eight-hour working day, safeguarded by payment for an hour and a half of service for every hour of work beyond the eight. The matter has been agitated for more than a year. The public has been made familiar with the demands of the men and the arguments urged in favor of them, and even more familiar with the objections of the railroads and their counter demand that certain privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an eight-hour day.

The matter came some three weeks ago to a final issue and resulted in a complete deadlock between the parties. The means provided by law for the mediation of the controversy failed, and the means of arbitration for which the law provides were rejected. The representatives of the railroad executives proposed that the demands of the men be submitted in their entirety to arbitration, along with certain questions of readjustment as to pay and conditions of employment which seemed to them to be either closely associated with the demands or to call for reconsideration on their own merits; the men absolutely declined arbitration, especially if any of their established privileges were by that means to be drawn again in question. The law in the matter put no compulsion upon them.

Men Voted to Strike.

The 400,000 men from whom the demands proceeded had voted to strike if their demands were refused; the strike was imminent; it has since been set for September 4 next. It affects the men who man the freight trains on practically every railway in the country. The freight service throughout the United States must stand still until their places are filled, if, indeed, it should prove possible to fill them at all. Cities will be cut off from their food supplies, the whole commerce of the nation will be paralyzed, men of every sort and occupation, countless thousands will in all the very point of starvation, and to a tragical national calamity brought on, to be added to the other distresses of the time, because no basis of accommodation or settlement has been found.

Just so soon as it became evident that mediation under the existing law had failed and that arbitration had been rendered impossible by the attitude of the men, I considered it my duty to confer with the representatives of both the railroads and the brotherhoods and myself offer mediation, not as an arbitrator, but merely as a friend of justice, indeed, and as a friend of both parties, but not as judge, only as the representative of one hundred millions of men, women and children who will pay the price, the incalculable price, of loss and suffering should these few men insist upon approaching and concluding the matters in controversy between them merely as employers and employees, rather than as patriotic citizens of the United States, looking before and after and accepting the larger responsibility which the public would put upon them.

Plea for Eight-Hour Day.

It seemed to me, in considering the subject matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic experience spoke for the eight-hour day. It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and a general increase of economic vigor. The whole presumption of modern experience would, it seemed to me, be in its favor whether there was arbitration or not, and the debatable points to settle were those which arose out of the acceptance of the eight-hour day rather than those which affected its establishment. I, therefore, proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing ten-hour basis of pay and service; that I should appoint, with the permission of Congress, a small commission to observe the results of the change, carefully studying the figures of the altered operating costs not only, but also the conditions of labor under which the men worked and the operation of their existing agreements with the railroads, with instructions to report the facts as they found them to the Congress at the earliest possible date, but without recommendation; and that, after the facts had been thus disclosed an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

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assuring them were disposed to nothing but justice in such cases and were willing to serve those who served them.

Unions Accept Plan.

The representatives of the brotherhoods accepted the plan, but the representatives of the railroads declined to accept it. In the face of what I cannot but regard as the practical certainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society, the representatives of the railway management have felt justified in declining a peaceful settlement which would endow all the forces of justice, public and private, on their side to take care of the event. They fear the hostile influence of shippers, who would be exposed to an increase of freight rates (for which, however, of course, the public itself would pay); they apparently feel no confidence that the Interstate Commerce Commission could withstand the objections that would be made. They do not care to rely upon the friendly assurances of the Congress or the President. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country.

While my conference with them was in progress, and when to all outward appearance those conference had come to a standstill, the representatives of the brotherhoods suddenly acted and set the strike for the fourth of September.

Stand by Railroads.

The railroad managements viewed the decision to reject my counsel in this matter upon their conviction that they must at any cost to themselves or to the country stand firm for the principle of arbitration which the men had rejected. I based my counsel upon the principle of arbitration, and yet not get arbitration seemed to me futile, and something more than futile, because it involved incalculable distress to the country and consequences in the shape of loss of life and property, and that in the midst of peace.

I yield to no man in firm adherence, alike of conviction and of purpose, to the principle of arbitration in industrial disputes, but matters have come to a sudden crisis in this particular dispute and the country has been caught unprovided with any practical means of enforcing that conviction. I have no doubt that the men will not get a new step to inquire. A situation had to be met, whose elements and fixed conditions were indisputable. The practical and patriotic course to pursue in this emergency was to take immediate peace by conceding the one thing in the demands of the men which society itself and any arbitrators who represented public sentiment were most likely to approve and immediately lay the foundation for securing arbitration with regard to everything else involved. The event has confirmed that judgment.

Safeguarding the Future.

I was seeking to compose the present in order to safeguard the future, for I wished an atmosphere of peace and friendship to prevail in which to take counsel with the representatives of the nation with regard to the best means for providing, so far as it might prove possible to provide, against the recurrence of such a strike. The nation's future—the best and most practicable means of securing calm and fair arbitration of all industrial disputes in the days to come. This is assuredly the best way to win the peace, namely, having failed to make certain of its observance in the present, to make certain of its observance in the future.

I could only propose, I could not govern the will of others, who took an entirely different view of the circumstances of the case, who even refused to admit the circumstances to be what they have turned out to be.

New Laws Proposed.

Having failed to bring the parties to this crisis to a peaceful settlement, and, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation. In the spirit of such a purpose, I earnestly recommend the following legislation:

First, immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate, in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are its present constitution and means of action practically impossible.

Second, the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Commission to Watch.

Third, the authorization of the appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date, but without recommendation as to legislative action in order that the public may learn from an unprejudiced source just what actual developments have ensued.

Fourth, explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-

hour day, and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

For Public Investigation.

Fifth, an amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case provided for should fail a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

And sixth, the lodgement in the hands of the Executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military use, and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

This last suggestion I make because we cannot in any circumstances suffer the nation to be hampered in the essential matter of national defense. At the present moment circumstances render this duty particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican border to guard our territory against hostile raids. It must be supplied, and steadily supplied, with whatever it needs for its maintenance and efficiency. If it should be necessary for purposes of national defense to transport in this matter should be some other part of the country, for reasons now unforeseen, ample means of transportation must be available, and available without delay. The power conferred in this matter should be strictly and explicitly limited to cases of military necessity, but in all such cases it should be clear and ample.

Asks Court Record.

There is one other thing we should do if we are true champions of arbitration. We should make all arbitral awards judgments by record of a court of law, in order that their interpretation and enforcement may lie, not with one of the parties to the arbitration, but with an impartial and authoritative tribunal.

These things I urge upon you, not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future. I feel that no extended argument is needed to commend them to your favorable consideration. They demonstrate themselves. The time and the occasion only give emphasis to their importance. We need them now, and we shall continue to need them.

Freight Handlers Strike; Roads Refuse Shipments

Chicago, Aug. 29.—While the greatest railway centre of the country was working day and night to clear the city of freight before September 4, freight handlers in several of the local yards struck today. It is probable that the strike will become general by tomorrow.

Crippled as they are, the twenty-seven railways entering Chicago are striving frantically to get all the goods now on their hands to their destinations before Labor Day. The yards throughout the city have all the confusion and rush of the beginning of a campaign.

Manufacturers of the Middle West met here to-day in hope of finding some eleventh hour method of averting the strike. Resolutions were adopted urging President Wilson to insist on arbitration. A committee will lay the resolutions before the President at once.

Police here are preparing for the trouble they believe will follow the declaration of the strike, since most of the railways will insist on running trains with non-union crews.

Topeka, Kan., Aug. 29.—The Atchison, Topeka & Santa Fe Railway placed an embargo to-day on all shipments of livestock and perishable goods, effective at once. The road also absolved itself of responsibility for all other shipments.

This will affect vast quantities of fruits and melons ready for shipping, as well as the cattle and sheep which the road handles in large quantities.

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A few smart wraps for porch wear and informal occasions

STREET & TRAVEL SUITS—which will serve

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Tailored Sport Hats—to close at \$2

Dress and Semi-dress Hats—at \$5

A FEW FRENCH BAGS—Formerly \$8 to \$20—at \$3, \$5, \$10

## CITY PREPARING TO FACE FAMINE

Continued from page 1

have gained while in the company service."

If the strike comes New York will stand face to face with famine, paralysis of industry and tie-up of local transportation. This was definitely established yesterday by the admission of men in high business and railway circles.

Here is the situation: The cessation of coal shipments for one day would eat up the city's entire reserve supply. This would mean that hotels, restaurants, factories, office buildings, surface subway and elevated lines, gas and electric lights would be put out of commission. The city without coal would return to conditions which existed 150 years ago, with the added distress that supplies from the outside would be cut off.

New York City will be isolated from the outside world, except by water, and coal will be as hard to get in other seaport towns as it will be in New York. A week of the strike, and sailing ships will be the only vessels seen on the Bay, with the possible exception of ocean liners coaling in England and on the Continent.

The transit lines of the city will hold out for a longer time against the coal shortage than will other spheres of the city's activity. But after a week they, too, will be practically crippled.

George Pegram, chief engineer of the Interborough Rapid Transit Company, said yesterday:

"The New York railways, subway and elevated lines combined, consume more than 1,000 tons of coal daily. We probably have about 9,000 tons of coal in lighters and at our power houses. If the strike lasted a week we would be in trouble."

Railroad men realize what is coming. One of these, who holds a high position in the city, remarked yesterday:

"Every railroad man I know has taken his family to some place of safety. I have enough food stored to satisfy the needs of my household for a month, and am not oversteering the matter when I say that New York City is facing the

greatest crisis—the most acute situation—in its history."

Whatever food supply comes to the city will be in dribs and drabs, which will be swallowed up in a hundred times faster than produce wagons and the few trains which may possibly run can bring it in. If the strike continues a week there will be great suffering. Beyond that, anything can happen.

"If the strike lasts a week," a railway superintendent said yesterday, "the city, I am convinced, will be no better than Louvain, as a residential town. There will be very little food at very high prices. New York will be starving. It will feel the pinch of famine on the third day of the strike. If the railroads do not operate for a week the city will face an actual famine."

"Transportation by motor trucks will relieve conditions for a time, but stocks of gasoline are small and will soon give out in the face of the great demand. Most of the ferry lines will be obliged to stop running because of shortage of fuel."

Railway men are concentrating on endeavoring to keep up the milk traffic whatever happens. It is their hope to keep the very small children in food at all events.

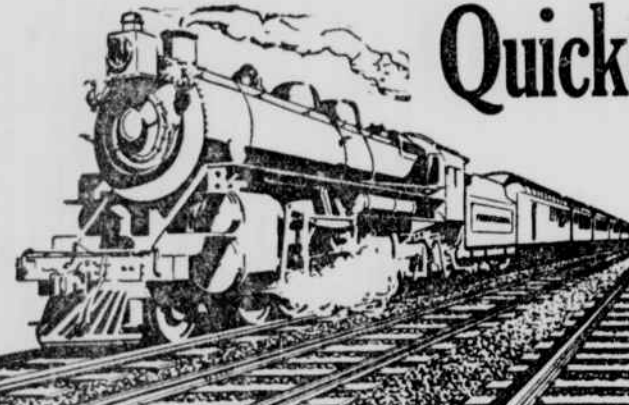
Police Commissioner Woods made his first step toward arraying the city's resources to meet the crisis yesterday when he addressed letters to one thousand whole sale dealers in food supplies, with a view to tabulating the city's stores. He also sent similar messages to the various railway running into the city, asking for information as to the facilities for repositioning the city after next Monday.

## UNCLE SAM RUSHES FOOD, FEARING STRIKE

Funston Says Troops Have Provisions for Sixty Days.

San Antonio, Tex., Aug. 29.—Border troops are not provisioned sixty days ahead, General Funston said to-day, discussing the situation in which the military would find itself if there should be a strike of railroad trainmen. Forage for mules and horses soon would be exhausted, however, he added.

The War Department has been rushing food and provisions southward in large quantities since the strike situation became threatening.



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